

**61ST CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Kuala Lumpur, Malaysia
7 – 11 September 2026*

AGENDA ITEM 9: UPDATES

**APAC ANSP COMMITTEE (AAC) :
PROGRESS REPORT AND NEXT STEPS**

(Presented by the APAC ANSP Committee)

SUMMARY

This paper proposes a two-year extension of the Asia-Pacific Air Navigation Services Provider (ANSP) Committee (AAC) covering 2027–2028. The AAC will focus on realising minimum capabilities as set out in the ICAO Minimum Implementation Path through regional Air Traffic Management (ATM) initiatives. To do so, the AAC will support ANSPs of States/Administrations to develop common situational pictures for enhanced situational awareness and thus facilitating Collaborative Decision Making (CDM) to better optimise airspace capacity to meet the rising air traffic demands. This would support seamless operations across the Asia-Pacific region and strengthen regional ATM contingency preparedness.

APAC ANSP COMMITTEE: PROGRESS REPORT AND NEXT STEPS

1. INTRODUCTION

1.1 The APAC Air Navigation Services Provider (ANSP) Committee (AAC) was established by the 57th Conference of Directors General of Civil Aviation, Asia and Pacific Regions, in 2022 and extended at the 59th Conference in 2024.

1.2 The AAC was established to advance regional cooperation among ANSPs in four strategic areas:

- a. investment in capacity and systems;
- b. seamless air navigation services (ANS);
- c. contingency planning; and
- d. operations of oceanic ANSPs.

1.3 Since its establishment, the AAC has served as a regional platform to develop common capabilities, facilitate interoperability, strengthen operational collaboration, and support implementation of emerging air navigation concepts.

1.4 As the aviation sector prepares for sustained growth and increasing operational complexity, regional collaboration will become increasingly important to ensure safe, efficient, and interoperable air traffic management across the Asia-Pacific Region.

2. DISCUSSION

AAC Achievements (2023–2026)

2.1 The AAC has successfully delivered outcomes across its four workstreams (WS).

2.2 **WS1 Investment in Capacity and Systems** AAC under WS1 laid the foundation for regional interoperability and implementation support through the development of an ANS technology and systems architecture, the delivery of two training programmes on Communications, Navigation, Surveillance / Air Traffic Management (CNS/ATM) technologies, and the planned conduct of a training programme on the operations and maintenance of CNS/ATM equipment in October 2026.

2.3 **WS2 Seamless ANS** AAC under WS2 laid the foundation for regional Air Traffic Flow Management (ATFM) and Trajectory-Based Operations (TBO). The workstream established weekly, daily and event-triggered Traffic Flow Coordination Calls, enhancing regional situational awareness and collaborative decision-making; and developed the APAC TBO Roadmap, which was endorsed for incorporation into the Asia/Pacific Seamless ANS Plan

2.4 **WS3 Contingency Planning** AAC under WS3 developed a comprehensive Regional ATM Contingency Framework (RACF), including supporting guidance and operational playbooks to strengthen regional resilience. The RACF is expected to be submitted to ICAO APANPIRG for endorsement in November 2026.

2.5 **WS4 Operations of Oceanic ANSPs** AAC under WS4 developed the guidance material for a phased transition towards Free Route Operations (FRTO). This guidance material is expected to be submitted to ICAO APANPIRG for endorsement in November 2026 and WS4 will conclude its activities.

Proposed 2-year Extension of the AAC 2027–2028

2.6 ICAO projects global air traffic to nearly triple by 2050, with APAC at the forefront of growth; this presents tremendous opportunities for States and the aviation industry. To meet demand, States are building capacity at airports as airlines continue to expand. In parallel, we need also build capacity in the skies to match capacity on the ground. This requires ANSPs to prioritise investment in their respective capabilities. It will also require ANSPs to work together across Flight Information Regions to ensure inter-operability of systems and procedures and optimise traffic flow, enhancing safety and efficiency and reducing travel time and cost.

2.7 As an initial step, in 2025, the 42nd ICAO Assembly agreed to develop the MIP – a clearly defined baseline set of essential elements that all States should implement to ensure global interoperability, harmonization, and readiness for future air navigation modernisation.

2.8 The AAC therefore proposes a two-year extension covering 2027–2028 to focus on realising minimum capabilities as set out in the ICAO MIP through regional Air Traffic Management (ATM) initiatives. To do so, the AAC will support ANSPs of States/Administrations to develop common situational pictures for enhanced situational awareness and thus facilitating Collaborative Decision Making (CDM) to better optimise airspace capacity to meet the rising air traffic demands. This would support seamless operations across the Asia-Pacific region and strengthen regional ATM contingency preparedness.

2.9 The 3 workstreams will focus on the following activities during the next 2 years.

2.10 **WS1 Investment in Capacity and Systems** AAC under WS1 will provide implementation support on MIP capabilities for APAC and identify additional capabilities needed for APAC to realise regional ATM. This will include developing common specifications, coordinated procurement and operationalisation, and continued training on technology, operations and maintenance of CNS/ATM equipment.

2.11 **WS2 Seamless ANS** AAC under WS2 will develop, trial and implement new concept of operations (ConOps) in APAC. WS2 will design the common situational pictures for the region to perform CDM. The WS2 will also embrace new technologies such as artificial intelligence while developing ConOps for CDM.

2.12 **WS3 Contingency Planning** AAC under WS3 will focus on strengthening regional ATM contingency preparedness by supporting the implementation of the Regional ATM Contingency Framework (RACF), facilitating regional exercises to enhance operational readiness, and promoting common platforms for real-time information sharing to improve situational awareness and coordinated response across APAC ANSPs during contingency events.

Secretariat Arrangement

2.13 The Secretariat role will continue to be provided by ICAO. Depending on the workload, ICAO may reach out to ANSPs of States/Administrations to augment the Secretariat team.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) note the achievements of the APAC ANSP Committee (AAC); and
- b) agree to a two-year extension of the AAC covering 2027–2028 with Workstream 1 providing implementation support on achieving Minimum Implementation Path (MIP) and regional Air Traffic Management (ATM) capabilities; Workstream 2

developing, trialling and implementing new concept of operations (ConOps) to support Collaborative Decision Making (CDM); and Workstream 3 strengthening regional ATM contingency preparedness.

— END —

Executive Summary for consideration for inclusion in the Conference Report

APAC ANSP COMMITTEE: PROGRESS REPORT AND NEXT STEPS

The APAC ANSP Committee (AAC), established in 2022, has strengthened regional cooperation in air navigation services through initiatives in capacity building, seamless air navigation services (ANS), contingency planning and oceanic operations. Between 2023 and 2026, the AAC delivered key outcomes including an ANS technology architecture, regional Communications, Navigation, Surveillance / Air Traffic Management (CNS/ATM) training programmes, Air Traffic Flow Management (ATFM) coordination mechanisms, the APAC Trajectory-Based Operations (TBO) Roadmap, the Regional ATM Contingency Framework, and guidance material for Free Route Operations (FRT0). With ICAO projecting significant growth in air traffic and the development of the Minimum Implementation Path (MIP), the AAC proposes a two-year extension covering 2027–2028 to focus on realising minimum capabilities as set out in the ICAO MIP through regional Air Traffic Management (ATM) initiatives. AAC under Workstream 1 will provide implementation support on achieving MIP and regional ATM capabilities; Workstream 2 will develop, trial and implement new concept of operations (ConOps) to support Collaborative Decision Making (CDM); and Workstream 3 will strengthen regional ATM contingency preparedness.

Note: Authors of DPs are strongly encouraged to prepare Executive Summary, which will facilitate adequate coverage of the main issues and proposals raised in the paper in the Conference Report.

AAC 2027-2028

Next Steps for the APAC ANSP Committee: Proposed Extension, Revised Work Programme and Secretariat Arrangement

APAC ANSP Committee | 06 July 2026

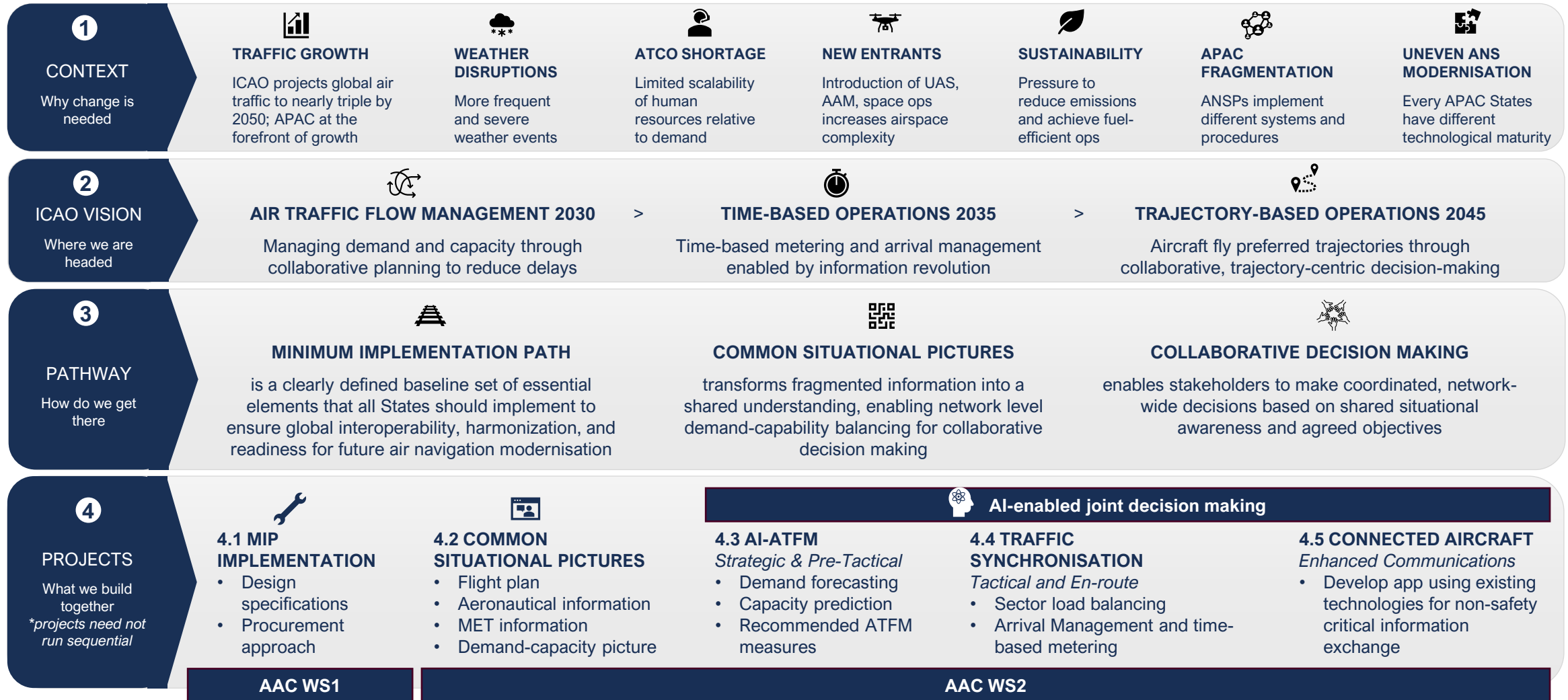
Reflecting on 4 Years

- **AAC was structured to achieve the following**
 - Step up investments in capacity; Share best practices in systems
 - Accelerate development and implementation of Seamless ANS
 - Collaborate in contingency planning
 - Support the operations of oceanic ANSPs
- **Outcomes on developing regional capabilities and enablers were achieved (2023 – 2026)**
 - Systems. Training program on O&M of CNS/ATM equipment; System Architecture to facilitate interoperability
 - ConOps. Initiated NextGen ATFM; Delivered APAC TBO roadmap
 - Contingency. Renewed Regional ATM Contingency Framework

AAC (2023 to 2026) – Stocktake

	Current priority/ Achievements	Well done / Forward focus	Leads / Members
WS1	Investment in capacity and systems • Training on Operations and Maintenance of CNS/ATM equipment • ANS technology/system architecture to facilitate interoperability	<u>Well done.</u> Laid foundation for implementation support and interoperability <u>Focus going forward.</u> Provide implementation support for ANSPs; Identify additional capabilities needed for APAC	Leads: China, Thailand Members: Hong Kong China, India, Indonesia, New Zealand, Macau China, Mongolia, Philippines, Singapore, Sri Lanka, Viet Nam, CANSO
WS2	Seamless ANS • Regional ATFM – accelerated • APAC TBO roadmap – adopted • Common Situational Picture (SWIM and FF-ICE/R1) – nudged implementation via Pathfinder’s lab demo	<u>Well done.</u> Created momentum on ATFM implementation and TBO development <u>Focus going forward.</u> Principles and rules for regional ATFM; Concept of NextGen ATFM; Extended arrival management; What’s next for TBO; MET-ATM	Leads: China, Hong Kong China, Singapore, Thailand, US Members: Cambodia, India, Malaysia, New Zealand, Republic of Korea, Viet Nam, ACI, CANSO
WS3	Contingency plan • Regional ATM Contingency Framework (RACF) - drafted for APANPIRG endorsement	<u>Well done.</u> Developed a more comprehensive RACF with playbook, in collaboration with ICAO APRO <u>Focus going forward.</u> Continue regional coordination for ATM contingency; provide implementation support through regional exercises; promote common platforms for real-time information sharing	Leads: Japan, Malaysia, US Members: China, India, Indonesia, Mongolia, New Zealand, Republic of Korea, Singapore, Thailand, CANSO, IFATCA
WS4	Operations of oceanic ANSPs • UPR trials with APAC ANSPs/airlines • Guidance Material on FRTTO implementation drafted for APANPIRG endorsement	<u>Well done.</u> Created momentum on FRTTO in APAC; Guidance material will encourage flexible routing <u>Focus going forward.</u> Conclude WS4 upon endorsement at AAC/6	Leads: France, India, Philippines, IATA Members: China, Indonesia, Japan, MV(Maldives), New Zealand, Papua New Guinea, Singapore, Thailand, US, CANSO

Accelerating APAC Regional ATM



AAC (2027 to 2028) – Building the Capabilities for Regional ATM

Key Considerations when restructuring AAC:

1. AAC successfully set stage for Regional ATM.; timely to provide implementation support for MIP, develop Common Situational Picture, adopt and trial new ConOps
2. To maintain WS1, WS2 and WS3, redefining their outcomes and deliverables

	Priority / Deliverables	Key Projects / Activities	Potential Leads / Key members
WS1	Investment in Capacity and Systems - Identify APAC capability needs relevant to the global MIP being developed by ICAO HQ - Provide implementation support for MIP - Common specifications - Common procurement - Common systems	- APAC MIP requirements (<i>new</i>) - ANS technology/system architecture to enable interoperability (<i>on-going</i>)* - MIP Implementation support (<i>new</i>) - Training on Operations and Maintenance of CNS/ATM equipment (<i>on-going</i>)*	WS Leads: China, Thailand Members: Hong Kong China, India, Indonesia, New Zealand, Macau China, Mongolia, Philippines, Singapore, Sri Lanka, Viet Nam, CANSO <u>*Current Project Leads</u> <u>ANS tech/sys architecture</u> Lead: Singapore <u>Training on Ops and Maintenance</u> Lead: China
WS2	Seamless ANS - Develop, trial and implement APAC ConOps - Continue momentum on ATFM and related capabilities such as arrival management and metering - Building common situational pictures - Design common situational pictures to enable collaborative decision making for ATFM, XMAN and other ConOps - Build up APAC ANS Information/Technical Architecture: Accelerate information sharing, including weather information, to build up common situational pictures	- ATFM (<i>on-going</i>)+ - AI-ATFM (<i>on-going</i>) - Connected Aircraft (<i>new</i>) - Arrival management and metering (<i>new</i>) - TBO Pathfinder (2024 - 2028) (<i>on-going</i>) + - APAC common situational pictures of flight, aeronautical, weather (<i>new</i>) - MET-ATM integration (<i>new</i>)	WS Leads: China, Hong Kong China, Singapore, Thailand, US Members: Cambodia, India, Malaysia, New Zealand, Republic of Korea, Viet Nam, ACI, CANSO <u>+Current Projects Leads</u> <u>ATFM</u> Leads: China, Hong Kong China, Singapore; Key members: Thailand, Viet Nam <u>TBO Pathfinder</u> Leads: Singapore, Thailand; Key members: Indonesia, New Zealand, US
WS3	Contingency planning Regional ATM Contingency Framework (RACF)	- Continue regional coordination - Provide implementation support through regional exercises - Promote common platforms	Leads: Japan, Malaysia, US Members: China, India, Indonesia, Mongolia, New Zealand, Republic of Korea, Singapore, Thailand, CANSO, IFATCA

Recommended Secretariat Arrangement

Conclusion

The Secretariat role will continue to be provided by ICAO.

Recommendation

Depending on the workload, ICAO may reach out to ANSPs of States/Administrations to augment the Secretariat team.

DGCA/61 Actions

The Conference is invited to:

- a) note the achievements of the APAC ANSP Committee (AAC); and
- b) agree to a two-year extension of the AAC covering 2027–2028, with WS1 providing implementation support on achieving MIP and regional ATM capabilities; WS2 developing, trialling and implementing new ConOps to support CDM; and WS3 strengthening regional ATM contingency preparedness.